

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
April 11, 2001
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Lloyd Harrell, Chandler, Chairman	Tom Martinsen, Paradise Valley
John Schell for Scott Schrader, Avondale	Prisila Ferreira for Terry Ellis, Peoria
Joe Blanton, Buckeye	Frank Fairbanks, Phoenix
*Jon Pearson, Carefree	*Cynthia Seelhammer, Queen Creek
Usama Abujbarah, Cave Creek	*David Easchief, Salt River Pima-Maricopa
*Stuart Brackney, El Mirage	Indian Community
Paul Nordin, Fountain Hills	Roger Klingler for Jan Dolan, Scottsdale
Shane Dille, Gila Bend	Bill Pupo, Surprise
*Urban Giff, Gila River Indian Community	Will Manley, Tempe
Kent Cooper, Gilbert	Ralph Velez, Tolleson
Dana Tranberg for Martin Vanacour, Glendale	Fred Carpenter, Wickenburg
Jerene Watson for Stephen Cleveland,	*Lloyce Robinson, Youngtown
Goodyear	Chuck Eaton for Mary Peters, ADOT
Tom Morales, Guadalupe	Tom Buick for David Smith, Maricopa County
Horatio Skeete, Litchfield Park	Ken Driggs, RPTA
Jeff Martin for Mike Hutchinson, Mesa	+Curtis Shook, Apache Junction

*Those members neither present nor represented by proxy.

+ Non-voting

1. Call to Order

The meeting was called to order by Chairman Lloyd Harrell, Chandler, at 12:03 p.m.

Chairman Harrell introduced and welcomed the new City Manager for Tempe, Will Manley.

Chairman Harrell stated that transit tickets were available following the meeting from Ken Driggs from the RPTA.

2. Approval of March 14, 2001 Meeting Minutes

Chairman Harrell asked if there were any corrections to the minutes. Hearing none, he asked for a motion to approve.

Tom Martinsen moved to approve the minutes of the March 14, 2001 Management Committee meeting. Shane Dille seconded and the motion carried unanimously.

3. Call to the Audience

Chairman Harrell stated that a timer is available to assist the public with their presentations. He noted that public comments have a three minute time limit. Chairman Harrell stated that for

members of the audience who wish to speak, cards are available from the staff who will bring it to the Chairman. Public comment is provided at the beginning of the meeting for non-agenda items. Public comments are limited to three minutes.

Chairman Harrell recognized public comment from DD Barker, who commented on the similarities between the Long Range Transit Plan and the Vision 21 Task Force. Ms. Barker stated that the Task Force made recommendations on the planning process, system accountability, and funding priorities. She stated that the recommendations want regional governments to use the same process. Ms. Barker commented that the penalty for those not following the process could be loss of state and federal money. She stated that it is important to know what we will get with \$60 billion. She commented on the end of RARF funds after 2006. Ms. Barker stated that she filed a lawsuit because ballots were opened before the Phoenix transit vote. A decision to dismiss her lawsuit was recently upheld. She indicated that the decision is not final because there were errors in the decision. She offered to answer questions on the suit. Chairman Harrell thanked Ms. Barker for her comments.

4. Executive Director's Report

James M. Bourey stated that the next scheduled Governor's Transportation Vision 21 Task Force meeting on April 17, 2001 to develop their public involvement process on their potential recommendations will most likely be postponed. He stated that the Task Force recommendations included the establishment of a five-member directly elected transportation governing board with taxing authority for Roads of Regional Significance. He stated that the Regional Council took action to oppose this board at their February. Mr. Bourey stated that bullet points are being drafted for city staff.

Mr. Bourey stated that the Review of Comprehensive Plans and Amendments have been discussed at two Executive Committee meetings and at a meeting of city planning directors and managers. Modifications have been made and sent out for further review.

Mr. Bourey updated members on the implications of the state budget on transportation projects that could total \$50 million in cuts over two years due to VLT reductions.

Mr. Bourey stated that the triennial Certification Review process will be held April 17 and 18, 2001. The Certification Review is an important process, by which MAG is certified to receive federal funds. Mr. Bourey stated that all are invited to attend the public meeting at 3:00 p.m. on April 17, 2001. He indicated that meeting materials are available upon request. Chairman Harrell thanked Mr. Bourey for his report and asked if there were any questions.

Ken Driggs expressed his appreciation to MAG for facilitating a federal grant request support letter at the March Regional Council meeting.

5. Approval of Consent Agenda

Chairman Harrell stated that Tom Martinsen had requested that agenda item #6, MAG Incarceration of Municipal Prisoners Working Group Final Report, be removed from the consent agenda and would be heard.

6. MAG Incarceration of Municipal Prisoners Working Group Final Report

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In September, 1998, the Management Committee formed the Incarceration of Municipal Prisoners Working Group. The purpose of the Working Group was to work with Maricopa County regarding municipal prisoner issues related to the building of the new County jail facilities. An Interim Report of the Working Group was presented to the Management Committee in May 2000. At that time, the Management Committee recommended the Working Group continue for one year to examine several remaining issues. Recommendations on the remaining issues have been developed for consideration by the Management Committee.

_____ Dennis Smith stated that the Incarceration Working Group, chaired by Terry Ellis, completed their Interim Report a year ago. The Final Report being considered on this agenda was an addendum to the Interim Report.

Mr. Martinsen asked for clarification of referrals of prisoners for medical care. He expressed concern that agencies could incur medical expenses without the ability to respond. Mr. Smith introduced Bryan Raines, Assistant to the City Manager, Mesa, who served on the subcommittee that studied jail related health cost billing. Mr. Raines explained that the jail related health cost billing subcommittee studied ways to improve the process for medical billing and notification. He stated that cities were not receiving prompt notification when a municipal prisoner would receive health care. Mr. Raines referred to page 2 of the Final Report that described the notification process, where the County would be required to notify cities within 12 hours of a prisoner being provided health care services. This would give the city the opportunity to release prisoners, who could then obtain medical services through their own provider. Chairman Harrell asked if there were further questions.

Jeff Martin moved to recommended approving the MAG Incarceration of Municipal Prisoners Working Group Final Report. He expressed his thanks to the Working Group for their efforts on this issue. Tom Buick seconded. The motion passed, with Ken Driggs and Chuck Eaton abstaining.

Chairman Harrell stated that public comment is provided at the beginning of the meeting for action items on the agenda. Public comment will be taken when the item is heard.

7. Recommendation for the Designation of the CANAMEX Corridor Within the MAG Region

Chris Voigt gave a presentation on the recommendation for the Designation of the CANAMEX Corridor within the MAG Region. On November 1, 2000, the MAG Regional Council approved a resolution for the future designation of the CANAMEX Corridor through the MAG region. The recommended future designation included I-8, SR 85, and the ultimate Wickenburg Bypass. The resolution called for further consultation and review to identify a preferred route for the link from the SR 85 / I-10 junction to the Wickenburg Bypass. Additional consultation and consideration have now been completed and a resolution developed for the designation of the entire CANAMEX Corridor within the MAG region, to include I-8, SR 85, I-10, an alignment in the general vicinity of Wickenburg Road / Vulture Mine Road connecting to the Wickenburg Bypass, and the Wickenburg Bypass from its junction with Vulture Mine Road.

The draft resolution also stipulates, at the request of the Arizona Department of Transportation (ADOT), that the Wickenburg Road / Vulture Mine Road segment will not become eligible as a state route unless and until its right of way acquisition, design, construction and operation have been fully funded. Further, the resolution precludes the Sun Valley Parkway and Eagle Eye Road from designation as part of the CANAMEX Corridor. The November 1, 2000 Resolution already precludes routes within the urban nonattainment area for PM-10 from further consideration, eliminating, for example, Loops 101 and 303.

The CANAMEX Corridor study was initiated in late 1999 as a joint project by MAG and ADOT. Numerous Forums and public meetings have been held in the course of the project, starting with an Agency Stakeholder Forum in November 1999 at which a master list of fifteen alternative routes was short-listed to eight for further study. A set of ten evaluation criteria was also established at the November 1999 Forum. The criteria considered costs, travel time, length, level of service, access to freight terminals, constructability, safety, environmental impacts, Title VI/ Environmental Justice, and community impacts. A consultant, Kimley-Horn and Associates of Tucson, was hired by ADOT to assist in the compilation of evaluation data for the short-listed route options. That consultant report was completed in draft in July 2000. It contained summary data, including truck and total traffic volumes, for all shortlisted alternatives. During consultation on the study findings, support was received from the public and local agencies for designation of the I-8, SR 85 and the Wickenburg Bypass as part of the CANAMEX Corridor. However, significant opposition to certain of the alternatives for the segment between the SR 85 / I-10 junction and the Wickenburg Bypass was heard.

The resolution approved November 1, 2000 by the Regional Council accordingly recommended the future designation of I-8, SR 85 and the Wickenburg Bypass. The connecting segment between the SR 85 / I-10 junction and the Wickenburg Bypass was to be specified following further review of alternatives, which, in response to comment from the public and local agencies, would be constrained to locations outside of the PM-10 nonattainment area. The three alternatives identified for further study for the connection were Eagle Eye Road (at the request of Maricopa County), Wickenburg Road/ Vulture Mine Road, and Sun Valley Parkway. The Regional Council also discussed limiting the review of alternatives to as short a period as possible, in view of agency and public needs for an expeditious decision on the recommendation for the corridor.

MAG since then has worked on a review of the alternatives with ADOT and, as the owner of the three facilities under consideration for this connection, the Maricopa County Department of Transportation (MCDOT). An Agency Stakeholder Forum was held on December 14, 2000 in Buckeye. Additionally, at their request, meetings with representatives of local landowners or developers were held. Several interagency meetings were held. Comments received throughout this consultation indicated strong opposition from the Town of Buckeye and the public (landowners) to any designation of the Sun Valley Parkway as part of the CANAMEX Corridor. The Arizona State Land Department also opposed designation of the Sun Valley Parkway and recommended that one of the alternatives to the west be selected instead.

Support for designation of the Wickenburg Road / Vulture Mine Road alternative was received from the Town of Wickenburg. As noted above, the State Land Department would also support this route, as an alternative west of the Sun Valley Parkway. Support from one landowner in the vicinity of Eagle Eye Road for that alignment was also received. The Eagle Eye Road alternative

was not however preferred by either MAG or ADOT given its added travel distance and its inconsistency with the November 1, 2000 MAG Regional Council resolution that included the Wickenburg Bypass. The Bureau of Land Management and Arizona Game and Fish Department both indicated potential environmental issues with all three alternatives.

Given the comments from the public and local agencies, designation of the Sun Valley Parkway would reasonably be expected to have "Major Community Impacts," which was one of the criteria established in November 1999 for the evaluation of the short-listed alternative routes. Similarly, Eagle Eye Road would not be feasible because of its excessive additional travel impacts. An alignment in the general vicinity of the existing Wickenburg Road/ Vulture Mine Road alternative would be the only practical alternative of the three considered. Detailed location /design/ environmental studies for the Wickenburg Road / Vulture Mine Road alternative can be conducted as funding permits and local planning needs dictate. The designation of the CANAMEX Corridor can be made at this time to include a general alignment along Wickenburg Road / Vulture Mine Road. Given current funding constraints, construction of the CANAMEX Corridor is expected to be a long term effort. Chairman Harrell thanked Mr. Voigt for his presentation.

Chairman Harrell recognized public comment from Mike Musulin, who stated that he was a representative of the Sun Valley South Master Plan. He stated that the organization unanimously agreed to eliminating the Sun Valley Parkway as the CANAMEX route because it is primarily a residential road, not made for truck travel. Mr. Musulin stated that he hoped the body would accept the draft resolution. Chairman Harrell thanked Mr. Musulin for his comments.

Chairman Harrell recognized public comment from Bear Shimmin, who stated that she is a resident of Surprise and member of the Sun City Grand Coalition. She commented on the Maricopa County proposal for a re-study of the route, including Loop 303. She indicated that residents of the area were under the impression that the matter was decided and Loop 303 was eliminated as a route. Ms. Shimmin stated that there are problems on all of the considered routes. Ms. Shimmin commented on the poor condition of the roads that would need to be upgraded to handle truck traffic. She indicated that no funding would likely be available for 5 to 15 years. Ms. Shimmin stated that assurances of funding are needed. Chairman Harrell thanked Ms. Shimmin for her comments.

Chairman Harrell recognized public comment from Craig Hunter, who stated that he represented the Sun Valley South Master Plan. He indicated support for Buckeye and the resolution to designate Wickenburg Road/Vulture Mine Road as the CANAMEX alternative. Mr. Hunter stated that Sun Valley Parkway is a residential road. Chairman Harrell thanked Mr. Hunter for his comments. He asked if there were any questions.

Mr. Buick clarified the County's position on the CANAMEX alternative. He indicated that he would vote no because alternatives need further evaluation. Mr. Buick noted that the County would not consider routes in the nonattainment area or east of the White Tank Mountains. He acknowledged that Vulture Mine Road as recommended in the draft resolution, seems to be the best alternative. ~~Mr. Buick stated that the County decides projects based on unbiased, ethical technical decisions.~~ "Mr. Buick stated that the County decides projects based on unbiased, technically sound information provided in a timely fashion; so that the political and technical decision makers would be able to make informed decisions." He stated that the County

anticipated that the study would examine truck traffic, total traffic, costs and benefits, which he said didn't happen. Mr. Buick indicated that the resolution states that further study would be allowed, which MCDOT staff think is out of sequence as they think that the decision should be kept open until after studies have been conducted. Chairman Harrell asked MAG staff for their response.

Mr. Bourey responded that the work done provided all the information needed to make a recommendation. He indicated that taking additional time and spending up to \$300,000 for additional study that was not needed for the designation was not appropriate or cost effective.

Paul Nordin expressed his support for Mr. Bourey's response. He indicated that expeditious solutions that are implemented quickly are beneficial. Citizens need to know that decisions have been made. Mr. Nordin expressed his appreciation for staff efforts.

Chuck Eaton explained that ADOT would abstain from the vote because the facilities in the area are not sufficient to handle traffic and no funding is currently available for improvements. He acknowledged that the resolution addressed this lack of funding by stating that the route would not become eligible as a state route unless fully funded. However, ADOT would support further study.

Fred Carpenter moved to recommend approving a resolution designating the CANAMEX Corridor within the MAG region. He commented that additional study will be needed to this corridor. However, it is important to get the route on the map and show citizens where it will be. Joe Blanton seconded.

Jeff Martin asked about funding for the corridor. Mr. Bourey stated that this project would compete for funding as any other project does.

Shane Dille asked about the corridor qualifying for funding that may become available as a result of the designation. Mr. Bourey replied that a designation would qualify the route for federal corridor funding. However, this funding is very limited. He indicated that MAG would need to work with the Congressional delegation on this.

Hearing no further discussion, Chairman Harrell asked for a vote on the motion to recommend approving a resolution designating the CANAMEX Corridor within the MAG region. The motion passed, with Tom Buick and Frank Fairbanks voting no and Chuck Eaton and Jeff Martin abstaining.

8. Elderly Mobility Update

Suzanne Quigley provided an update on the Elderly Mobility Initiative project, which MAG began conducting this past September. Over the next twenty years, Arizona, along with 27 other states in the country, will experience a tremendous age wave. What this means for Maricopa County is that 1 in 5 individuals will be aged 60 or older in 2025. Between 2010 and 2020, the 65-69 age group will expand by an average of 9,500 per year. This age wave will have profound effects on our transportation system, not to mention other issues related to land use, air quality, health care and social services. Cities will be faced with greater demands for Dial-A-Ride type of services, a heightened need for improved safety measures in the design of roadways and

pedestrian facilities, as well as subdivision designs that increase accessibility to services and recreation activities. Ms. Quigley reviewed preferences of older travelers. Ninety percent of their trips are by car and less than three percent use transit. She stated that baby boomers grew up using freeways and will continue to use technology to its fullest. Ms. Quigley stated that there are physical, cognitive and visual effects of aging on mobility. This will cause safety and quality of life implications.

In an effort to respond to the transportation challenges related to an aging population, MAG initiated the *Elderly Mobility Initiative* in September of 2001. The Initiative, spearheaded by a 30-member Stakeholder Working Group contains four elements: Development of a *Regional Action Plan on Aging & Mobility*; Integration of recommendations into the MAG Regional Transportation Plan; Extensive public involvement activities; and National conference planning with other metropolitan planning organizations.

To help develop the Plan, an extensive public involvement process has been developed to solicit input from Valley seniors and baby-boomers on transportation barriers and potential solutions. These activities include focus groups, three Regional Senior Transportation Forums, and a community questionnaire. Ms. Quigley stated that a flyer with this information on the focus groups and forums was included in the agenda packet.

Recognizing that municipalities across the country will play a large role in responding to the coming age wave and its effects on transportation, MAG has begun to work with 25 Metropolitan Planning Organizations and other interested stakeholder groups, such as AARP, to plan a national conference on aging and mobility in the Valley for April of 2002. The national conference aims to highlight proactive ways municipalities can play a role in ensuring the safety and mobility of its senior population. Chairman Harrell thanked Ms. Quigley for her presentation and asked if there were any questions.

Mr. Fairbanks asked for clarification that elderly people do not use transit. He asked how transit use by the elderly could be encouraged and facilitated. Ms. Quigley stated that numbers show that only a small number of elderly use public transit. She indicated that the planning groups are focusing on ways to encourage seniors who are healthy enough to utilize public transit. For example, implementing peer travel training programs to help familiarize them with the bus schedules, making transfers, etc.

Mr. Nordin commented that the presentation was superb. Mr. Smith stated that this was an issue that MAG decided to study because no one was paying attention to this important issue, with the exception of one report. This region has a preponderance of elderly, which will continue to increase. MAG needs to be proactive on this issue.

9. Regional Transportation Plan Update

Eric Anderson provided an update on the major themes discussed at the five Expert Panel Forums that were recently held. In 1960, the Wilbur Smith Plan laid the foundation for the freeway system, which will be completed in 2007. The 1960 Plan closely projected population growth, but missed on employment and vehicle projections, due in part to the unforeseen number of women in today's work force.

Mr. Anderson reviewed the Demographic and Social Change Expert Panel Forum. He stated that population growth is likely to be faster than current DES projections. Mr. Anderson noted that the average growth rate per decade since 1960 has been 47 percent. He stated that DES has indicated that this region will grow 24 percent in the current decade. Population by 2010 could be 400,000 higher than the current projections and we could be over 6 million by 2030.

Mr. Driggs asked about population figures used in the RTP. Mr. Anderson replied that at this point, the numbers were draft. He indicated that MAG would work with DES to get realistic numbers. Official state projections, expected in 2002, will be used in the final RTP.

Mr. Anderson stated that the population will become more diverse. The minority population at one in four today will grow to two in five by 2040. Their higher birth rates could increase school age population faster than projected. Mr. Anderson noted that more than one-third of Maricopa County Kindergarten through 12 Districts have more than 50 percent minority population. The immigration from Latin America will likely increase creating a greater demand for transit. Mr. Anderson displayed pie charts that compared the age groups distribution in 2000 and 2040. He noted that in 2040, the distribution among age groups would be about equal. Mr. Anderson brought up considerations on transportation with the aging of the population.

Mr. Anderson reviewed the implications of these changes, that travel will increase faster than the population, congestion will increase over the long term, and mobility options will be needed.

Mr. Anderson reviewed the New Economy Expert Panel Forum. He noted that consolidation and lack of corporate headquarters in the region has created a leadership vacuum. Mr. Anderson explained the shift in fields of occupation. He stated that in 1959, office/services accounted for 60 percent of the workforce and factory/farming accounted for 40 percent; whereas, in 1995, office/services accounted for 80 percent and factory/farming accounted for 20 percent. Mr. Anderson displayed a list of new products and the length of time it took for the product to be used by 25 percent of the market. Mr. Anderson stated that more emphasis will be placed on quality of life; human capital will be the most important factor of production; employers will have to be more flexible; and the focus will change from growth to quality.

Mr. Anderson reviewed the Environment and Resources Expert Panel Forum. He stated that environmental concerns will continue to grow. Open space preservation and increased recreational opportunities and adequate water supply are considerations. Growth and land use planning need to consider resources constraints.

Mr. Anderson reviewed the Land Use and Urban Development Expert Panel Forum. He indicated that discussion centered on sprawl. He said that sprawl is often used to describe anything you do not like about growth. More emphasis needs to be on placemaking with more creative neighborhood planning. Mr. Anderson stated that affordable housing will be a growing need, with more emphasis placed on appropriate housing for the jobs being created. A better balance will reduce travel. Mr. Anderson stated that planned developments account for about 500,000 new future units. He stated that many smaller communities are expected to grow substantially, leaving those communities with a lack of adequate staff and experience dealing with growth issues. Changing the urban form is a long-term process. Conclusions from the Forum included the need to upgrade existing infrastructure as density increases in the core; maintaining the quality of amenities and schools in the central city to equal the suburbs;

improving mobility options to maintain economic vitality; encourage transit oriented activity centers; and establishing a regional system of hiking, biking and equestrian trails. Mr. Anderson stated that fiscal structure can lead to poor land use decisions and competition among jurisdictions. Developments of regional significance and general plan amendments should be reviewed from the regional perspective. He noted that these last two items were discussed at the Management Committee and Regional Council Retreats.

Chairman Harrell left the meeting and turned the gavel over to Kent Cooper.

Mr. Anderson reviewed the Transportation and Technology Expert Panel Forum. He stated that average commute times have remained fairly stable. Average speeds have increased and vehicle spacing has declined, which has resulted in higher capacity. Mr. Anderson noted that congestion is inevitable. Commute patterns are changing, with more suburb to suburb travel. He stated that commercial air travel will continue to grow and delays will worsen. Air freight will grow at an even faster pace. Internet buying will increase both freight and local delivery truck traffic. Mr. Anderson stated that ITS will play a large role in managing transportation systems. Smart corridors will improve traffic flow. Incident response will reduce delays from accidents. Traveler information systems will provide better routing data for drivers. Mr. Anderson stated that vehicle automation technologies will provide faster and safer travel. Congestion pricing could be examined to find ways to manage congestion and provide a mobility option in congested corridors.

Acting Chairman Cooper thanked Mr. Anderson for his presentation and asked if there were any questions. Mr. Martin expressed his thanks to Mr. Anderson and MAG staff for their efforts on this important study.

There being no further business, the meeting adjourned at 1:40 p.m.

Chairman

Secretary